and Mr. Huntington for the Central Pacific, joined in a letter to the Secretary of the Treasury, pointing out that from the small amount earned from Government transportation, in comparison with the amount anticipated, and the anticipated decrease in receipts from the completion of rival lines aided, by the Government, the companies would be usable to meet the indebtedness at maturity, unless by some wise provision of law. This communication was daily referred to Congress, but for years no action was taken unon it.

The companies offered to transfer back their unsold lands at a fair valuation, as part payment of the debt, and to set aside from the net earnings a fixed sum semi-annually, to continue until the debt was discharged.

On the day of the introduction of the Senate bill. Mr. Huntington, as Vice-President of the Central Pacific Raiiroad Company, addressed a letter to the Hon. George F. Edmunds, Senator from Vermont, in relation to its provisions. This letter was referred to the Committee on Railroads, and ordered to be printed to accompany Senate bill 687.

On May 15, 1876, Mr. Huntington, as such Vice-President, answering a communication received from the Hon. J. Proctor Knott (now

vice-President, answering a communication received from the Hon. J. Proctor Knott (how Governor of the State of Kentucky), but then Governor of the State of Kentucky), but then Chairman of the Committee on Judiciary of the House of Beptesentalives, requesting the Central Pacific to lay before the committee such proposition as would be agreed to by that company as to the creation of a sinking fund to meet the principal and interest of the bends advanced by the Government, gave his views at some length as to the relations between that company and the Government, and although the financial nosition of the Central Pacific has since that date been so much altered, yet that letter so well expresses the various transactions between the company and the Government prior to the passage of the Thurman bill. Inst. may be advantageously reference of the Judiciary. May 24, 1876, on recolutions relating to the Pacific Railroad companies, and was ordered by the House of Representatives to be printed. (Forty-fourth Congress, first session, Report 440, Pert 2).

It would seem that all efforts of the company of come to any understanding with Congress as to the mode and manner of establishing a sinking fund, or the extent of that fund, were fund in passage of the Central Pacific. Its Board of Directors, on Jan. 30, 1878, adopted a report submitted by its Precident. and passed resolutions establishing a sinking fund, or the extent of that fund, were fund passaged to the Central Pacific. Its Board of Directors, on Jan. 30, 1878, adopted a report submitted by its Precident. and passed resolutions establishing a sinking fund in the treasury of the company which would positively provide for the payment of the outre of the cutter of the entire of the cutter of t

thereby.

The answer to these three sources of inquiry are contained in the testimony of Leland Stanford, and in the exhibits appended to his answer, prepared by E. H. Millor, Jr., Secretary of the Central Pacific, and are iorifiled by coplous extracts from the records of the War and Post Office Departments to attest their correctness. The contract between the United States and the Pacific railroad companies required that the roads should be completed by the ist of July, 1876, and the testimony of Leland Stanford and Mr. Miller show they were completed on the 10th day of May, 1869.

That the United States were benefited in money by such early completion in the sum of \$47,763,178, which is explained as follows:

PRYEN YEARS TO JUNE BO, 1870, U. S. Transporta-tion Charges on Control Prints Paid (Not to U. S. at Eaving to U. Control Prints paid prior E. to June Printst. U. S. at Eaving to U. Control Printst. U. S.

the framework of the first states and find t

Well might the Commissioner of Bailroads, n his report for 1883, say: And he might have added, and the principal aum it will hereafter have to pay.

We can better show the equitable rights of the Central Pacific by stating an account between it and the United States, as of the first day of July, 1876, the day on which the contract required the Pacific Railroad to be completed. It would be more equitable to the company to state it annually after the completion of the road, but the following is most favorable to the Government: The bonds issued to the Central Pacific amounted to the Western Pacific amounted to the Western Pacific amounted to 1,070,500

Interest accrued, less credits to July 1, 1870, as shown in the public debt statement of June 30, 1878.

Would leave due to the United States for principal and interest, July 1, 1876. \$18,005,450

If the Central Pacific proportion of the saving to the United States, prior to the 1st day of July, 1876, was the only deduction to be offset against the claim of the Government, then the annual interest to be thereafter charged against the company would be only \$1,085,727.36, instead of \$1,583,107.29, now annually booked against it, and the lesser sum would have been annually cleared by the Government transportation, and the payments under the Thurman lill; but the company is entitled to other deductions. If the above account had been stated, with annual deductions of the amount saved by the Government, the balance due to it, for principal and interest, on July 1, 1876, would be \$13,583,887.

AN EQUITY ACCOUNTING. There is another inquiry which Congress has directed the Commissioners to pursue: Gov. Stanford states the loss by discount at.

And shows that the interest charged to the company by the United States, on this discount, would amount at the maturity of the bonds to

secured by the first mortgage, and as the latter did not realize any greater net price, the loss is double the amount stated above.

If it is to be assumed that Congress directed this information to be obtained for a practical end, and that it intended to reimburse the Contral Pacific for the loss it had sustained in meeting the demand of the Government for the undue haste with which the road was constructed, then the proper mode of stating the account to July 1, 1887, would be as follows: Bonds issued to the Central and Western Pacific
Loss suffered by discount

\$20,454,370

Deduct Central Pacific proportion of the sum of \$47.752,178, saved to the United States between May 10, 1853, and July 1, 1876, say 46 per cent

with interest.
Gov. Stanford, as President of the Central Pacific, has addressed to the United States Pacific italiway Commission, in answer to its request for such suggestions as he desired to make, his views of the situation in the following language:

Inglanguage:

I desire to surgest that the Commission report in favor of the appointment of a proper court to consider the equities existing between the Government and the central radius fasting and company, as inquired into in the constant of the contral radius fast, and render that judgment thereon. Then the question, what further lexistation may be needed, can be fairly considered. I consider that the act of Congress directing inquiry into the equities receive a different standard by which to measure the relations between the relational company and the tovernment from the purely legal relation therefore existing.

Profit. 1.783.53 be leadened. So 1871.

Prefix 1.783.53 be leadened. So 1871.

Prefix 2.783.53 be 18.508.977 so 18.538.975

Nails 2.222 inces.977 so 18.538.975

Total 7.764.5 105 so 18.7763.175

Of this sum so saved the proportion of the Congress directed the Complex Pacific is \$21,971.062.

That the difference between the cost of Government transportation in the region now traversed by the Pacific railroad between the year 1850 and the completion of said road, and the xerage cost per annum since such completion, result in a saving to the United States of \$139.

\$37.741.25, which is more fully explained by the gubble substitution of the Congress of the inquiries which Congress directed the Complex of the inquiri

to the time of the maturity of the bonds, will amount to about \$20,000,000.

The Government spurred the company to make this loss. It insisted on closing the gap between the western end of the Union Pacific and the eastern end of the Central Pacific as speedily as possible. To accompilish this result the Contral Pacific was forced to sell the Government bonds for the best price obtainable, and it should not be held to sustain the loss.

To give effect to this desire of the Government for the early completion of the road, the Central Pacific spent \$25,000,000 more than would have been required if the road had not been built with such haste. The Government had the use of the road more than seven years before the time specified in the contract, and during such seven years ending June 30, 1876, it saved \$47,763,178, the Central Pacific's portion of which is \$21,971,062. Now, is there any valid reason why, at the end of these seven years, when the saving to the Government was ascertained, the account should not be justly and equitable at a state between the company and the Government? Is it not fair and equitable that it should be? So far as the facilities furnished by the Central Pacific were concerned, the Government? Is it not fair and equitable that it should be? So far as the facilities furnished by the Central Pacific were concerned. The money which at the end of the seven years was ascertained to be saved should have been then deducted from the face of the bonds and the accrued interest, and the company should thereafter have been charged interest only on the balance.

Of course, we well understand that it was not any poeuniary consideration that induced the Government to insist on the early completion of the road. Every principle of good government and statesmanship required that it make this demand. We have heretofore shown on how loose a thread hung the Government's title to its Pacific possessions. There were various matters of foreign policy that might have led to war, the seat of which would more than l

SHOULD INNOCENT STOCKHOLDERS BE DE

SHOULD INNOCENT STOCKHOLDERS BE DESPOILED?

Js it right that the burden of complying with
this demand and securing the integrity of a
valuable portion of this republic should fall
upon these railroad companies? And more
especially when, in about sixteen years after
the completion of the work, the Government
had been reimbursed for all it had paid or
could be called upon to pay, caused by the issue
of its bonds in aid of the building of these roads.
This matter should be judged by the same
rules of equity as a court would apply to a
transaction between citizens. If one hires an
other to erect a building, and by the contract a
specified time is given to the builder to complete it, but the owner comes and says. "Since
I made that contract I find my necessities
require that I should have that structure just
as speedily as is possible, and I desire that you
will complete it as early as you can having
no regard to cost of material or price of labor;" if the contractor met the wishes of
the owner, would he not be entitled to an
increased sum beyond the price mentioned in
the contract, and which was based upon such
length of time to do the work as would enable
him to accomplish it with economy and with
profit to himself? In such a case the Chancellor would, among other things, inquire as to
the value of the rents, income, or profits of the
building during the time the owner enjoyed it
previous to the contract date, and the resuit
would influence his decree. Should not the
same rule prevail in estimating the amount
that should be allowed by the United States to
the companies?

Now, in the case of the Central Pacific, it is

same rule prevail in estimating the amount that should be allowed by the United States to the companies?

Now, in the case of the Central Pacific, it is beyond doubt the promoters of that road would have saved a large portion of the assets at their command, and have had much less fixed charges on the earnings. If they had been permitted to occupy the fourteen years allowed by the contract; but, instead of that, they spent all those assets, and thereby increased their fixed charges, to anticipate the time set for opening the road, and came out several millions of dollars in debt.

By giving effect to the information which Congress now has in response to the inquiries directed by the act of March 3, 1887, and in providing for the tribunal suggested by Gov. Stanford to settle the accounts between the companies and the Government, the true intent and spirit of the act of 1862, and the amendment of 1864, will be effectually and equitably carried out.

The intent was that the Government should

A storphile is a complete have to this composition, more care that clears of both should the earth of the composition of the control of the composition of the compos

Personni Motices. SEA.-The same to you, with as many more, and a SAIL.

TO Mr. FREDERICK JACOBUS NEIJER, son of Capt John Frederick Meijer of Surinsm: Good news for you. Send your address to A. W. DE GRANADA, Surinam, South America. WARD 21. Almshouse, B. 1 - HUGH CLUNE would like to hear from Jerry Driscoll, native of Queenstown, Ireland.

180, 183, AND 184 SOUTH 5TH AV.

New York, Jan. 4, 1858.—Mark A. Newmann is

not a partner, but has meroly a salary based on a percentage of the profits.

NEWMANN BROS.

\$15. Jan R alligator bag containing clothing and papers. By returning same to B. HLUMENTHAL & CO. 586 Broadway, above reward will be paid and no questions asked.

\$300 REWARD-For the return of the silver inken from the house on Munn av. Eas Grange, Sev 25, 1887. Address P. O. box 3,612, N. Y. city Business Chauces. WANTEB—An energetic man with a capital of \$5.000 to \$10,000 to take an interest in an old-established stationery, printing, and integraphing business in a large Southern city; practical and experienced printer preferred. Address STATIONERS BOARD OF TRADE, &c. 00 Seesau St., New York.

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Re Av. -503. 564, 700 tentrance 47th st.), 941, 1,007.

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A RTIFICIAL PLOWERS.—Wanted, reveral branchers, Apply immediately at 33J Humboldt st., Brooklyn, R. D.

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BOOK SEWER wanted; call after 8 o'clock. BLANK BOOK SEWER for half bound and Bettlehing. 12 Cuiff st. Delitching, 12 Cliff st.

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EXPERIENCED hands to sew crochet covers on monids; steady work, good pay, 8. J. STIP FSONN, 145 5th av.

OPERATORS on W. & W. machines to make fine Gannel shirts: experienced hands only need apply V. HENRY ROTHSUHLED & CO., 43 Leonard st. OPERATORS and learners wanted on danne shirts, coats, vests and overalls.

H. WALLAUH'S SONS, 128 and 125 Duane st. DAPER BOXES. Good hands for steady glue work at M. FREISEN'S, 85 Marion st. T REE machine collar froners and three who un derstand shaping. &c. LAFAYETTE STEAM LAUNDRY, D Great Jones at. TOBACCO PACK! RS.,-Wanted, experience girls to pack long-cut tobacco in paper and foil.
W. DUKE, SONS & CO., 1st av. and 20th st. UMBRELLAS.-Wanted, a first-class hemme WANTED-An experienced forelady in a corse manufactory; also stitchers on corsets. Apply a once. N. Y. Corset Works, 101 Franklin st.

WANTED-Ciris to put tags on cigara. LOUIS ASH & CO., 779 3d av. YOUNG WOMAN for general housework. Call

Wanted: Males .-- 20 Cents a Line. A GENTS WANTED to sell the new patent cash pocket bag to the retail trade; wells on sight; agents can make money; deposit required.

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SWARTWOUT & CO., Paterson, N. J. PRINTER wanted, to get local news, set ordinary jobs, &c.; permanent, if satisfactory; send age, ems set and distributed daily, wages expected, &c. U. P., box 194, Sun office.

POOR PAMILIES with children having friends at the West, will be assisted to reach there by the Children's Aid Society, 24 St. Mark's place; homes pro-vided for poor boys and girls. WANTEB-A fireman horseshoer to take shop op-posite Lipsi's new brewer. Apply to P. M. FLOOD, No. 100 Grove st., Brooklyn, E. D. None but good men need apply.

WANTED-An experienced man on split bamboo rods; state previous position, wages required, and references. J. F. MURPHY, 76 Burnettst. Newark, N. J. WORKMAN who can sew on canvas, used to paim and needle work.

A. box 193, Sun office.

WANTED—A first-class blacksmith. Apply to HAYWAND & DUFFY, 484 East 20th at.

WANTED-A strong boy, about 16 years old, at C. C. WHITE'S & CO.'8, 24 Seekman st. WANTED-Young man to do kitchen work. Apply, with references, at 56 East 9th st.

\$100 TO \$300 A MONTH can be made work-their own horses and give their whole time to the busi-ness. Spare moments may be profitably employed also. A few vacancies in towns and cities. B. F. JOHNSON & CO., 1,000 Main st., Richmond, Va. Situations Wanted.

MMEDIATELY, man cook wants situation of . Meetings.

167TH ST.—An indignation meeting to protest held at Baner's Hall. 3.573 3d av, near livin at this (Thursday) evening at So'clock. W. R. LAMBERTON, Chalman of Committee.

Instruction. FREE business training class for self-supporting for self-support; also free classes in art, physical culture, and chuir music. Apply to Young Women's Christian Association, 7 East 15th st., from 0.4 M, to 1 P. M. and from 7 to 9 P. M.

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Tickets, baxes, and reserved seats for sale at the Netropolitan Guera House; T. L. Miller, 1151 Broadway; P.
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HE WILL HAVE A PRIENDLY SET-TO WITH SOFT GLOVES WITH TOMMY GREEN
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THE TWENTY-EIGHTH ANNUAL CHARITY BALL Will take place at the METROPOLITAN OPERA HOUSE on THURSDAY EVENING, JAN. 5. Seats and tickets at Metropolitan Opera House.

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Two chances every day to see the elephanta the marelephanta the beautiful symmetra, the only Fish, the
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STANDARD THEATRE, Hway and 83d st. I'rfea \$1.50, \$1, Mic, and \$50. St. EVENINGS AT \$1.50, \$1, Mic, and \$50. THE FIGURE AT 2. OF THE PICTURES QUE DRAMA,

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MATINEE, KATE BYRON in SATURDAY
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DIVIDEND NOTICE.

31 Per Cent. Dividend.

OFFICIAL EXAMINATION.

After a most careful and thorough official exami-nation within the past sixty days, the Association has

mation within the past sixty days, the Association has received the unqualified endorsement from three Separate State Insurance Departments, to wis: By Hon. Philip Cheek, Jr., Insurance Commissioner of the State of Wisconsin; Hon. Charles Shandrew, Insurance Commissioner of the State of Minnester, Insurance Commissioner of the State of Minnester, size Hon. Eigha W. Bucklin, Insurance Commissioner of the State of Shode Island. Each one of these Insurance Commissioners having made a thorough

personal examination of the affairs of the Association in the months of November and December, 1887, and after said examination, endorse the Mustual Recerve Fund Life Association as worthy of the confidence

E. B. HARPER, President. Mutual Reserve Fund Life Association,

Potter Building, 88 Park Row, New York

Excursions.

"NEW YORK AND FLORIDA SPECIAL."

VIA

COMPOSED EXCLUSIVELY OF

DINING, AND SMOKING CARS,

Space may be secured in advance upon application to

Mailronds.

MAILTORUS.

NEW YORK CENTRAL AND HUDSON RIVER RALLROAD.
GREAT FUUR-TRACK TRUNK LINE.
On and after Dec. 30 Irains icave
URAND CENTRAL STATION.
Largest and Finest Passengers Riadion in America.
18 A. M., Rochester and Montreal Express, drawing-room care to Albany, Troy, and Syracuse; also to Montreal and St. Albana.
19:50 A. M., FAMOUS AND VESTIBULED CHICAGO LIMITED, composed exclusively of Buffet smoking car, dining car, drawing-room and sleeping cars, for Albany, Utica, Syracuse, Rochester, Buffaio, Erie, Cieveland, and Toledo, arriving at Chicago at 19:50 A. M. next day.
10:30 A. N., Chicago Express, for Ningara Fails, To-onto, Cieveland, Cincinnati, Indianapolia, Detroit, and Chicago: drawing-room cars to Canandalgus and Chicago: drawing-room cars to Canandalgus and Cochester.

hicago; drawing-room cars to Canandaigua and ochester. #11:30 A. M., Western New York and Northern Ex-

and 150 Fution as, because for and obecks baggage from burgh.

Westcott's Express calls for and obecks baggage from hotels and residences.

"Run daily: others daily except Sunday. 18top at 138th at. Station to take up passengers for North and West.

J. M. TOUCEY.

General Superintendent. General Passenger Agent.

General Superintendent. General Passenger Agent.

DENNSYLVANIA RAFI, ROAD.
On and after JANUARY 2, 1888.
GREAT TRUNK LINE
AND UNITED STATES MAIL ROUTE.

Trains leave New York, via Destrosses and Cortlandt Streets Perriea, as follows:
Harrisburg, Pittsburgh, and the West, with Pullman Palsee clars attached, 9A.M., 7 and 8 P. M. daily. New York and Chicago Limited of Parior. Dining, Smoking, and Sleeping Vestibuled Cars at 0.A. M. every day.
Williamsport, Lock Haven, 9A.M., 8P. M.: Corry and Eric at 3.M. connecting at Corry for Tituaville, and Size at 5.M. connecting at Corry for Tituaville, For Lebanon, 9A.M., 8320 P. M., and 12:15 night.
For Lebanon, 9A.M., 5:20 P. M., and 12:15 night.
For Norristown, Phenixville, Poistsown, and Reading, 6:20 A.M., 1 and 4P. M. Saturdays only, 6 P. M. Sundays 6:15 and 10 A.M.
Baltimore, Washington, and the South, "Limited Washington Express" of Philman Parior Cars and Pennsylvania Raliroad Dining Car daily, except Sunday, 10 A.M.; arrive Washington 1.P. M., and daily, 18-60 P. M., arrive Washington 1.P. M., and daily, 18-60 P. M., arrive Washington 1.P. M.; regular at 0:20, 8, and 8:30 A.M., 1. 2 4:30, and 9 P. M., and 12:15 night. P. M.; Carlo and May, 11:10 A.M. week days. Saturdays only, 1.P. M.; Carlo and May, 11:10 A.M. week days. Saturdays only, 1.P. M., 12-M. Saturdays only, 1.P. M. Sanch, 9:10 A.M., 12 noon, 14 Rahway and Ambow, 9:10 A.M., 12 noon, 14 Rahway and Ambow, 9:10 A.M., 12 noon, 14 Rahway and Ambow, 9:10 A.M., 12 noon,

For Cape May, 11:10 A. M. week days. Saturdays only, 1 P. Sanch. Bay Head Junction, and intermediate stations, via Rahway and Amboy, 9:10 A. M., 12 noon, 5:44 and 5 P. M. On Sunday, 9:46 A. M. and 5 P. M. On Sunday, 9:46 A. M., 12 noon, 5:44 and 5 P. M. On Sunday, 9:46 A. M., 12 noon, 5:44 and 5 P. M. On Sunday, 9:46 A. M., 12 noon, 5:44 and 5 P. M. Week Control of the Market May of the Sunday Sund

Express Trains leave New York, via Desbrosses and Cortland Street Ferries, as follows:

6.20, 7.20, 4, 9, 00 Chicago Limited and 10 Washington Interest of the Control of t

General Manager.

General Paser Agent
BOULD BROOK BUILE THE ENTON.
The Table of November 20, 1867.
Leave New York foot of Liberty 84, 650, 7:20, 9:20,
11:50 A. M.; 1:30, 8:20, 4:30, 12:30 P; M.; 5:30,
439, 4:30, 8:45 A. M.; 6:30, 12:30 P; M.; 5:20 P; M.; 5undays 4:30, 14, M.; 1:13, 3:45, 8:15, 12:30 P; M.; 5undays, 5:30 A. M.; 5:30, 12:30 F; M.; 5:30, 12:30 P; M.; 5undays, 5:30 A. M.; 5:30, 12:30 F; M.; 5:30, 12:30 P; M.; 5undays, 5:30 A. M.; 5:30, 12:30 F; M.; 5:30, 12:30 P; M.; 5undays, 5:30 A. M.; 5:30, 12:30 F; M.; 5:30 F; M.; 5:30, 12:30 F; M.; 5:30, 12:30 F; M.; 5:30 F; M.; 5:30

S TOR Es. Pinest stores west of Central Park, in the new first-class apartment houses on west side of 0th av. covering block between 8 till and 87th its. The stores vary in size, and parties desiring large or small ones, either with or without basement room can be accommodated; all apartments above over are already occupied, and neighborhood is strictly first class. Hentals, including steam best, very reasonable. Inquire on premises

Miscellancous.

POR PHILADELPHIA.

agents of Pennsylvania Railroad. CHAS. E. PUGII,

General Manager.

of its members and of the people

Notice is hereby given to the Members of the Mutual Reserve Fund Lare Association, Chief Office, Potter Building, 35 Park row, New York, that the amount of Surplus to the Credit of the Members of the 1832 class SACRIFICE SALE TARES PLACE equals a Dividend of Thirty-one per cent, upon the Entire Nortuary premiums paid during the past five years, to wit: from 1803 to 1887 inclusive, said amount TO DAY years, to wit: from 1892 to 1897 inclusive, said amount applicable and payable as provided in each Certificate of Nembership. The amount to cover said Dividend has been deposited with, invested, and held by the Contral Trunt Company of New York, as Trustee, as provided Our energious trade of the past thirty days has left on our hands a great number of "odd" saits and overconts.
This stock we have decided TO SELL TO.
DAY AND TO MORRUW.
With that object in view we have "Marked Down" 830 SULTS and 654 OVER COATS to less than one-third their real value. Trust Company of New York, as Trustee, as provided in the Deed of Trust between the two companies. Notice is further given that in addition to the above dividend of Thirty-one per cent., the Nutual Reserve Fund Life Association has paid to the Widows. Orphans, and Claimants of deceased members, during 1867, over One Million Four Hundred Thomand Bellare, and during the same year (1867) it has saved its living members by reduction of the premium rates below the rates usually charged under the old system of Life Insurance, said reduction approximating Throo Millions of Bellare, which reduction equals an additional dividend of more than Fifty per cent. of the entire premiums paid by our members. TO-DAY AND TO-MORROW

WE SELL 875.00 Satin-lined Montagane Overcoats For \$20.00. For \$20.00. per cent. of the entire premiums paid by our members.
Our actual Cash profit for 1887 exceeds \$448,000, or \$1,227 for each day in the year, including Sundays and holidays. Each dollar of said profit, as fast as earned, is deposited with invested, and held by the Central Trust Company, as Trustes, for the exclusive use and benefit of our members. Our total death claims paid exceed \$4,100,4000, and our Cash Surplus exceeds \$1,050,000. For \$15.00. For \$15.00.

AS USUAL

"THURSDAY"

Elyslan, Chinchilla, and Kersey Ov. For \$15.00. For \$10.00.

A.H.KING&CO.

The Leading American Clothiers. 627 and 629 Broadway. OPEN UNTIL D P. M.

Substantial Bargains.

PENNSYLVANIA RAILROAD. We have reduced quite a lot of Misses' and Chil-PULLMAN, VESTIBULE, SLEEPING, dren's Cloaks and Newmarkets. Every garment is a substantial HEATED BY STEAM, Runs through to Jacksonville in 30 hours. Leaves New York Monday, Jan 9: Friday, 15th; Wednesday, 18th, and every Monday, Wednesday, and Friday thereafter bargain. We quote a few prices.

> Cloaks, For \$5.00, \$7.00, \$12.00. Newmarkets, For \$10.00, \$13.00, \$15.00.

Lord & Taylor, Broadway and Twentieth Street.

Rochester. 111:30 A. M., Western New York and Northern Express, with drawing-room cars. 8:30 P. M., Albany, Troy and Utica special, with drawing-room ears to Albany and Troy. Connects at Troy for Baratoga on Saturdays only. 44 P. M., Accommodation to Albany and Troy. 46 P. M., Fast Gheary, Gincinnant, and St. Louis Express for Niagara Falls, Buffalo, Suspension Bridge, Toronto, Gleveland, Cincinnant, Indianapolia, 84, Louis, Betting and Gheyeland, Cincinnant, Indianapolia, 84, Louis, Detroit, and Cheary, Michael St. Louis, Betting and Charana, and Charanana, and Charanana, and Charanana, and Charanana, and Charanana, and Charanana, and Charana SICK HEADACHE CARTER'S Positively dured by these Little Pills. They also relieve Dis-



tress from Dyspepsia, In-digestion and Too Hearty Sating. A perfect rem Drowsiness, Bad Taste in the Mouth, Coated Tongue, Pain in the Side. TORPID LIVER. They regulate the Bowels. Purely Vegetable.

SMALL PILL. SMALL DOSE. SMALL PRICE. Control of the Manager of the State of the S

Public Motices.

DEPARTMENT OF TAXES AND ASSESSMENTS.

STAATS ZEITUNG BUILDING, NEW YORK.
In compliance with section 817 of the City Consolidation Act of 1882, it is bereby advertised that the books of "The Annual Record of the Assest that the books of "The Annual Record of the Assest that the books of the Annual Record of the Assest that the books of Real and Personal Estate" of the city and advisors of Real and Personal Estate" of the city and advisors of New York, for the year 1888, will be open for examination and correction from the second Monday of January.

1883, until the first day of May, 1883.

All persons believing themselves agrieved must make application to the Commissioners of Taxes and Assessments, at this office, during the period said books are open, in order to obtain the relief provided by law.

Applications for correction of assessed valuations on personal estate must be made by the person assessed, to the said Commissioners, between the hours of 10 A. M. and 2 P. M., at this office, during the same period.

MICRAEL COLUMAN,

EDWARD C. DONNELLY,

Commissioners of Taxes and Assessments.

Commissioners of Taxes and Assessments.

POST OFFICE NOTICE.—Letters for foreign countries need not be specially addressed for despatch by any particular steamer, except when it is ussized to send duplicates of banking and commercial documents, letters not specially addressed being sent by the fastest vessels available.

The fastest vessels availab

COMPAGNIE GENERALE TRANSATLANTIQUE—FRENCH LINE TO HAVEE.
COMPANY S PICT. "NEW 42." NORTH RIVET, DOLO MOTION SL.
LA BRETAGNI, De JOUSSEIIN. Sal., Jan. 7, noon.
LA NORMANDIR. De Kersatiec. Sal., Jan. 14, 6.4 M.
LA GASCOGNE, Santellil. Sal., Jan. 14, 14.4 M.
LOUIS DE BEBIAN, Agent, U BOWING Green. PACIFIC MAIL STEAMSHIP COMPANY.
FOR SAN FRANCISCO VIA THE ISTHIN'S OF PANAMA.
COLON SAILS TUESDAY, JAN. 10. NOON.
CREAT REDUCTION IN RATES.

PROM FAN PRANCISCO.

PROM FAN PRANCISCO. 1st and Brannan sta FOR

JAPAN AND CHINA

CITY RIO DE JANEHRO BAILS SAT. JAN. 21, 2 P. M.

For freight, passage, and general information apply at
company's office, on the pier feet of Canal st. North
River.

II. J. BULLLAY, superintendent.

Dentistru.

C. 4 -NO CHARGE.

O 4 - Paniles extracting without charge if artificial teeth are to be inserted. Elegant full goin sets, \$4.00; rose pear; \$7.00; gold combination, \$10.00. Teeth filled. Teeth repaired in one hour. Sets made while waiting. A land you stiendance. G. H. & C. NODEMANN, Dentists, 502 and 504 5d sw. southwest corner 58th st.; 500 0th av., 2 doors below 200 st., 19th st. and 8th av. for male.

FOR SALE-A hargain-Web perfecting presses, in the process of the property of the property of the process of the

DE BONDCH U. R. 40 West 24th st. leading adver-tiating appellation all diseases of men; quickest per-manent cure guaranteed. Freel cases 6 to 10 days.